

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 19-Nov-14

Time 5:57 PM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 075 Const Calendar Day: 282 Date: 17-Jun-2010 Thursday

Inspector Name: Bruce, Matt Title: Transportation Engineer

Inspection Type: Continuous

Shift Hours: 07:00 am 03:30 pm Break: 00:30 Over Time:

Federal ID:

Location:

Reviewer: Mathur, Lalit Approved Date: 08-Oct-10 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather****Temperature** 7 AM 60 - 70 12 PM 70 - 80 4PM 60 - 70**Precipitation** 0.00"**Condition** Mostly sunny to partly cloudyWorking Day ☒ If no, explain:**Diary:**

Dispute

Work description.

- Continued to work on stressing paperwork and prepare for upcoming stressing operations.
- Monitored stressing operations with Caltrans strain indicator 59432 for continuity tendon E18B.

☐**04-0120F4 Bid Item: 034 X-W2C-BCT.034 E-W Line Cross Over W2 Cap Cap Beam Continuity Tendons**

SCHWAGER DAVIS INC.

Labor

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
Contractor: SCHWAGER DAVIS INC.								
Ironworker	JNM	Bounthaby Singharath	0.00	0.00	0.00	0.00		<input type="checkbox"/>
			0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	Brian Nobile	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	Bobby Almon	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	APP	Samnang San	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	James Bond	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	Todd Blackwell	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	JNM	Randy Hill	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Ironworker	FOR	Erin Jones	0.00	0.00	0.00	0.00		<input type="checkbox"/>

Diary:

Dispute

Work description. 034 X-W2C-BCT.034☐

- Stressed continuity tendons E5B to E14B, E17B to E18B, E26B, E29B to E38B using the multistrand ram CH600-8-109 and with gauge A. ABF assisted SDI using the Liebherr crane positioning the multistrand ram.
- Continued installing the anchorheads and wedges on both the dead and live ends of the E-Line continuity tendon strands previously placed.
- Continued to cut live and dead end strand tails of continuity tendons already stressed and placed grout caps and tubes at the live and dead ends of these tendons. It should be noted that the dead end strand tails were cut with the saw today for the "B" continuity tendons since it wasn't an issue getting the band saw in between some of the stiffener plates inside OBG lift 1E.
- Used the grout pump on top of the W2 cap beam to test the air pressure in the continuity tendon ducts. There was a leak discovered at the OBG bearing plates due to insufficient welding of the bearing to the stiffener plates. ABF was made aware of the issue.

The following is the list of equipment that SDI has onsite since it is not currently inputted into PMIV:

Stressing Rams: 6-8-0014, 6-8-134, and CH600-8-109



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Hydraulic Pumps for Monostrand Rams: 2 units with no designated numbers on the equipment
Hydraulic Pumps for Multistrand Rams: 1 unit with no designated numbers on the equipment
Hydraulic Pump for Pushing Strand: HPU-D-110-3K-02
Strand Pusher: No number designated on the equipment
Grout Pump: No number designated on the equipment
Plasma Cutter (Hypertherm Powermax 1000G3 Series): No number designated on the equipment

- Refer to other Caltrans inspectors diaries for ABF operations and equipment at the W2 cap beam.

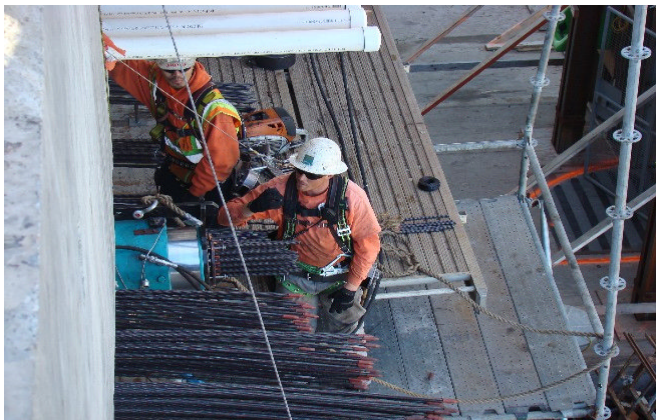
Attachment



SDI ironworkers cutting the live end strand tails of continuity tendon E18B.



SDI ironworkers stressing a "B" continuity tendon along the E-Line with the multistrand ram.



SDI ironworkers stressing a "B" continuity tendon along the E-Line with the multistrand ram.



Positioning the ram while ABF ironworkers build scaffolds for SDI ironworkers to access the live end strand tails.



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Strand tails cut didn't have any significant rust on the surface.